



## **Evaluation Criteria for allowing motorcycles in red route bus lanes**

### **Background**

This summary explains how Transport for London (TfL) will monitor and analyse the trial of allowing motorcycles in red route bus lanes. This information will be provided to the Mayor for him to make an evidence based decision on whether the trial should be made permanent. This will be in Spring 2010.

There are five key activity areas being undertaken to evaluate the trial:

1. Monitoring of red routes (including controls), undertaken by the Transport Research Laboratory (TRL) Ltd, an independent, internationally recognised centre of excellence providing world class objective research.
2. Independent research targeted at four user groups – motorcyclists, car users, cyclists, and pedestrians – conducted by Synovate research.
3. An online feedback form for the public to voice their opinion.
4. Details of the objection process online, where people can formally object to the scheme.
5. Other ad hoc channels and forums, including an online feedback email mechanism and face-to-face meetings with user groups and stakeholders.

Key principles of the monitoring plan include independence of analysis, sufficient sample size and effect on vulnerable road users. The criteria set out have been agreed after discussions with key stakeholders including motorcycle user groups, Living Streets, London TravelWatch and the London Cycling Campaign.

### **Evaluation Criteria**

From discussions with user groups and the objectives set out for the project, the following evaluation criteria have been established. These have been classified as primary and secondary:

## **Primary Evaluation Criteria**

1. Casualty/collision rates for 28 routes in the trial subject to detailed monitoring against 28 control routes.
2. Casualty/collision numbers for all routes in the trial.

## **Secondary Evaluation Criteria**

1. Cycle usage in the trial routes against the control.
2. Motorcycle usage in the trial routes against the control.
3. Bus journey times.
4. Stakeholder views.

## **Scope of monitoring**

The monitoring plan comprises:

1. Casualty/collision numbers for all routes in the trial.
2. Casualty/collision rates for 28 routes in the trial subject to detailed monitoring and 28 control routes.
3. Mode usage, vehicle counts for cycles, motorcycles, cars, taxis and buses will be undertaken.
4. Journey times – These will be collected using a variety of methods according to the mode.
5. Vehicle speeds.
6. Data on conflict between motorcyclists and cyclists will be collected through video surveillance.
7. TfL will undertake attitudinal surveys to gain a deeper understanding of road user's views.

## **Report Dissemination**

A full report will be submitted to the Mayor in Spring 2010 which will be considered by the Mayor prior to the expiry of the Experimental Traffic Order. The report will comprise:

1. The research methodology adopted and operation of the project.
2. A monitoring report from TRL Ltd.
3. A report on the Attitudinal Surveys.